

# CLM Sighting Codes

Code	Classification	Description
<b>A</b>	Arrival at an In-transit yard	Equipment has arrived at an in-transit railroad location other than the destination.
<b>B</b>	Bad Orders	Equipment has been reported or received defective at location shown
<b>C</b>	Highway Arrival	Highway arrival at a railroad intermodal facility. (This code should be followed by a U or P sighting code.)
<b>D</b>	Arrival at Destination	Destination is to be considered the final RR yard/intermodal ramp shown on waybill.
<b>E</b>	Highway Departure	Highway departure from final railroad/intermodal facility. (This code should be followed by C or K sighting code.)
<b>F</b>	Flatcar Bad Orders	Flatcar has been reported or received defective at location shown.
<b>G</b>	Bad Order Release	Equipment reported released from bad order status and returned to service.
<b>H</b>	Car Delayed or Held	Equipment delayed or held. See NITL expanded car delay reporting.
<b>I</b>	Equipment Offered in Interchange	Equipment offered to another railroad without any movement from the receiving road.
<b>J</b>	Junction Delivery	Delivery from one railroad to another railroad with no intervening highway move. (This code should be followed by an R sighting code.)
<b>K</b>	Intermodal Interchange	Final railroad delivery to another carrier mode for delivery. This must be last sighting code received with regard to the waybill.
<b>L</b>	Motor Carrier Arrival	Railroad controlled arrival on motor carrier from intra-facility move.
<b>M</b>	Motor Carrier Move	Container/Trailer put on Railroad controlled truck delivery to an off-site intermodal facility in substitute service.
<b>N</b>	No Bill	Equipment has no bill at location shown. This code should be deleted from the list when the H code is implemented.
<b>P</b>	Departure	Equipment has departed from location shown.
<b>Q</b>	Flatcar Bad ORder Released	Flatcar has been reported released from bad order status and returned to service.
<b>R</b>	Junction Received	Railroad car received by one railroad from another with no intervening highway move. (This should be preceded by a J sighting code.)
<b>S</b>	Storage	Equipment is being stored by railroad.
<b>T</b>	On Truck Line	Equipment is on railroad controlled by truck line.
<b>U</b>	Ramped	Equipment placed on flatcar.
<b>V</b>	Deramped	Equipment taken off flatcar.
<b>W</b>	Released	Equipment released by patron at date/time/location shown.
<b>X</b>	Pull	Car pulled from patron siding at date/time/location shown.
<b>Y</b>	Construction Placement	The carrier has reported to the patron that Equipment is available for placement and is subject to demurrage/detention charges. (Consignee notifies party.)
<b>Z</b>	Actual Placement	The car has been placed on the patron's siding and is subject to demurrage charges.
<b>1</b>	Return of Rail Container/Trailer	Empty rail equipment has been returned to rail.
<b>2</b>	Rail Yard Move	Equipment has been returned to rail.
<b>3</b>	Advance ETA	Advanced estimated time of arrival of Equipment at either an interchange point of final rail destination.
<b>6</b>	Lading Transfer to	Lading in the reported equipment has been transferred to another railcar, container or trailer.
<b>7</b>	Lading Transfer From	Lading in the reported equipment has been transferred from another railcar, container or trailer.
<b>9</b>	Release from Hold other than Bad Order	Equipment reported released and returned to service.

## Notes:

- Code is used to determine when their responsibility for the trailer has ceased.
- Various carriers have been using other assigned codes by default.
- The word "delete" in the train field of a CLM indicates the prior sighting, corresponding to this entry in all other respects, was in error and should be deleted.